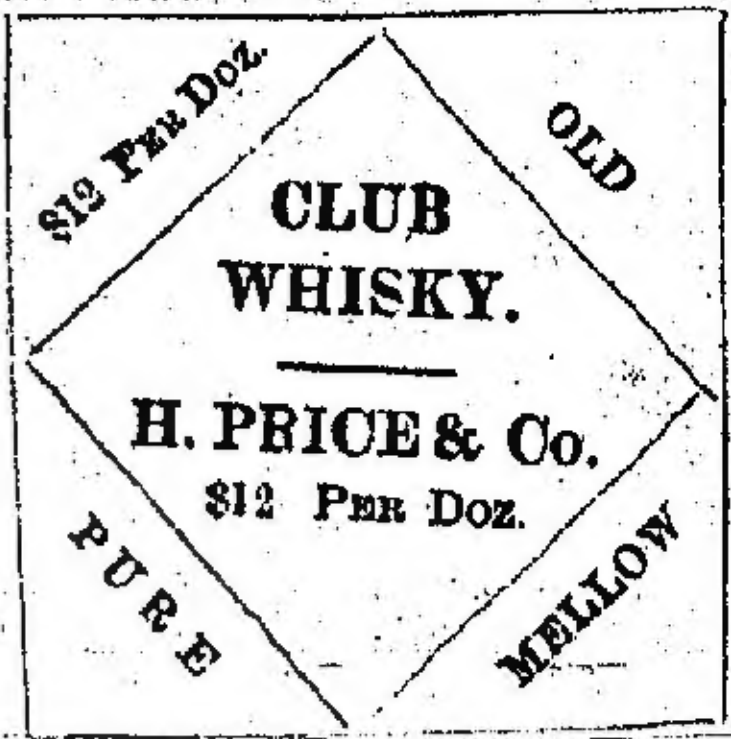


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ESTABLISHED 1857.



No. 13,431 號壹十叁百肆千叁萬壹第

日十初月貳年柒十二緒光

HONGKONG, FRIDAY, MARCH 29TH, 1901.

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## SUPREME COURT.

Thursday, 28th March.

## IN APPELLATE JURISDICTION.

BEFORE HIS HONOUR SIR JOHN CARRINGTON, C.M.G. (CHIEF JUSTICE).

AU TO HANG APPELLANT V. WILLIAM BOND RESPONDENT.

At the Magistrate's on the 17th February, Au To Hang was fined \$100, or two months, for unlawfully infringing the exclusive privilege of the Postmaster-General by conveying letters in the colony otherwise than through the General Post Office on the 17th February at Victoria in this colony. This decision was appealed against. The appeal was a double one—first, a motion that the case might be reheard before the Full Court, on the ground that the conviction of the defendant was against the weight of evidence; and second, appeal on points of law, the substantial question being whether the onus of proving that the letters in question were exempt lay upon the prosecution or upon the defence. Ordinance 24 of 1900 forbids the conveyance of letters in the colony otherwise than by post unless such letters are exempted, the letters which are exempted being specified in section seven.

Mr. H. E. Pollock, K.C. (instructed by Mr. C. Evans) appeared for the appellant, and the Attorney-General (instructed by Messrs. Gennys and Bowley, Crown Solicitors) for the respondent. Mr. Pollock said this was an appeal from the decision of Mr. Kemp, Acting Police Magistrate, and was brought upon questions of law as well as of fact. His Lordship would have noted from the depositions that the appellant was a messenger employed by the proprietors of the steamship *Tei On*, and that part of his duties as such messenger was to deliver letters in this colony. At the Magistrate's the following evidence was given by P. C. William Bond: "At about 7.30 a.m. on the 17th February, I was on duty in Queen's Road. I saw the defendant deliver a letter at No. 2, D'Almeida Street. He said it came from Canton. He had some other letters up his sleeve and a book in his pocket. I arrested him and took him to the Central Police Station." On being cross-examined, Bond said: "The defendant willingly gave all information at the Station." The only other evidence in the case was the evidence of the third clerk at the station, who was called to translate, so far as he could, the addresses on the envelopes of the letters which were found on the appellant, and after he had given evidence in the case for the prosecution at the Police Court was closed. At that stage Mr. Harston, who appeared for the appellant in the Court below, submitted that there was no evidence to go on with. The Magistrate held that the onus lay upon the appellant to prove that he came within some exception recognised by the Ordinance. He (Mr. Pollock) however, laid stress on certain cases in which it was decided that in former days the burden lay upon the prosecution.

The Attorney-General on the other hand, called attention to the provisions of section 28 of the Magistrate's Ordinance of 1890, which provided that exceptions, exemptions, etc., must be proved by the defendant and need not be specified or negated in the information or proved by the prosecution if specified. He pointed out that this provision was the same as that in the Summary Jurisdiction Act of 1878 and of the Licensing Act of 1872. He further pointed out that the case of *Roberts v. Humphries* (9 Q.B. reports, page 413), decided under the same recent law, overruled in effect the decision quoted by Mr. Pollock.

His Lordship held that the Magistrate took the right view of the law—that the onus lay on the appellant to bring himself within the exception recognised by the Ordinance. The other points submitted to the Court were also decided in the respondent's favour, the result being that the decision of the magistrate was affirmed and the appeal dismissed with costs.

## HONGKONG SCHOOLS' SPORTS.

Bright weather favoured the annual athletic sports of the Hongkong Schools on the Racecourse at Happy Valley yesterday afternoon. The number of spectators was large, but hardly up to that of preceding years. The programme, which was timed to begin at one o'clock and to finish at five, included together twenty-six events, many of which were admirably contested and quite exciting in their finishes. An additional treat was imparted to a capital day's entertainment by the presence of the band of the 3rd Madras Light Infantry, which played at intervals throughout the afternoon. Appended is the list of prize-winners:—

1. Long jump (for boys from 10 to 16 years of age).—1, R. Mootes; 2, J. A. Yonovich; 3, C. Humphreys.

2. 100 yards flat race (handicap: for boys from 10 to 13 years of age).—1, Chan Yau-chung; 2, Fung Sai-nok; 3, C. Perez.

3. 100 yards flat race (handicap: for boys from 7 to 10 years of age).—1, J. M. Barrados; 2, N. L. Rocha; 3, S. Vital.

4. 100 yards flat race (handicap: for boys from 13 to 16 years of age).—1, J. Rivera; 2, R. M. Castro; 3, A. J. Ribeiro.

5. One mile bicycle race (handicap: all ages).—1, C. Humphreys; 2, J. Barcos (scotch); 3, F. Drude.

6. High jump (for boys from 15 to 18 years of age).—1, J. Lawrence; 2, C. C. de Carvalho. Distance: 4ft. 5in.

7. 220 yards flat race (handicap: open to all ages).—1, D. Rijnah; 2, A. J. V. Ribeiro; 3, R. M. Costa.

8. 120 yards hurdle race (handicap: ten flights of 3ft. 6in. hurdles: for boys from 13 to 17 years of age).—1, J. C. Botelho; 2, A. J. Ribeiro; 3, A. H. Carroll.

9. High jump (for boys from 10 to 15 years of age).—1, F. Drude; 2, Lam-Fook.

10. 100 yards flat race (handicap: for girls under 10 years of age).—1, W. Mogens; 2, A. Lee.

11. 100 yards flat race (handicap: for girls over 10 years of age).—1, E. Montung; 2, L. Sias; 3, I. Noma.

12. Quarter-mile race (handicap: open to all ages).—1, A. J. V. Ribeiro; 2, J. Lawrence; 3, D. Rijnah.

13. 200 yards flat race (handicap: for boys from 10 to 13 years of age).—1, J. M. Barrados; 2, A. M. Sufian; 3, E. D. Guedes.

14. Throwing the cricket ball (open to all ages).—1, D. Rijnah; 2, J. Martinez.

15. Half-mile challenge cup (for boys from 14 to 18 years of age).—1, A. R. Kadar; 2, E. Humphreys. The Cup having been won outright last year and the donor having gone, the winner this year was awarded a medal.

16. Skipping race (open to girls only).—1, Annie Leung; 2, R. Sias; 3, D. Chnyut.

17. 50 yards flat race (handicap: for all comers under 7 years of age).—1, White and H. Castro (dead-heat); 2, A. Matthews; 3, Ah Yuen.

18. 300 yards flat race (for Chinese boys over 15 years of age).—1, Chan Yau; 2, Ho, Sik Lung.

## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## AN APPEAL FOR BOOKS.

TO THE EDITOR OF THE "DAILY PRESS." City Hall, Hongkong, 28th March.

SIR,—Now that the annual exodus of residents is at its height, I venture to beg a corner of your valuable space to appeal for the gift of any books for which intending home-goers have no further use, to the Free Lending Collection of the City Hall Library, which has to rely upon such gifts, as there are no funds available for the purchase of books.

Gifts of bound or unbound books will be welcome and may be sent to the librarians at the City Hall Library.

The Lending Library is well patronised and goes some way towards filling a gap in our local institutions.—I am, Sir, yours, etc.,

F. B. L. BOWLEY, Secretary.

## THE REVISED RUSSO-CHINESE TERMS.

Dr. Morrison, in the telegram to the *Times* from which we quote elsewhere, gives the following most important proposals from Mr. Witte, which supplement the *Song-Shun* Agreement with regard to Manchuria, and will be the basis of a new and more comprehensive agreement.

1. Article 6 of the Mukden Agreement provided for the employment of Chinese police in Manchuria provinces. The number employed there and in the two other provinces will be subject to the approval of Russia.

2. The appointment of a Tartar General in each of the three provinces is to be subject to the approval of Russia.

Russia already exercises this right. Recently, having been requested from office by the Chinese because he sanctioned the alienated Tartar General in Heilungjiang by the Chinese without the previous assent of Russia, the appointment was cancelled by Russia.

3. Each province shall have two high Russian officials, military and civil, the former to command the Chinese police, the latter to control the railway.

4. No kind of commercial concession is to be granted to any other Power in Manchuria.

5. The Chinese Government shall not build any railway in Manchuria. The linking of the Shantung railway to the Trans-Manchurian line at Jiamusi will therefore be deferred by Russia.

6. The interest of the Russian guaranteed loan of 1895 is to be paid monthly, not half-yearly.

7. An unimportant alteration of the Port Arthur agreement regarding jurisdiction at Kiao-chau, near Tientsin.

8. All the Customs of Manchuria are to be under Russian control.

This is interpreted to have reference to the frontier Customs stations where the Chinese have hitherto collected duties on goods imported from Siberia, also the native customs at Newchwang, but not the maritime customs. Although no Russian at present control the latter, all duties are paid into the Russo-Chinese Bank. By an agreement between A. Korostovitch, representing Admiral Alexieff, and Sir Robert Hart these duties will be subsequently accounted for.

9. All landmine goods admitted from Russian territory into Manchuria shall, on payment of one import duty, enjoy free transit throughout the country.

10. As previously telegraphed, Russia shall purchase the railway from Shantung to Newchwang, the price to be deducted from the indemnity demanded for the destruction of the Russian Trans-Manchurian Railway, and the balance of such indemnity to be paid out of the Customs revenue of Manchuria.

Presumably this excludes the Maritime Customs already hypothecated to foreign bondholders.

The other proposals discussed by M. Witte and Yang-yu are not of sufficient importance to telegraph.

## THE MANOEUVRES OF LI HUNG-CHANG.

In the Blue-book on China No. 1 (1901) some further details appear of Li Hung-chang's manoeuvres last year. Just before the relief of Peking Li claimed to have been appointed to negotiate peace with the Powers. He had ineffectually attempted to get the troops stopped on their way at Lungchow, and he telegraphed from Shanghai to the Chinese Ambassador in London as follows:—

"Treaty Powers all declared that the sole object of their advancing forces to Peking was to rescue their Ministers. Now they have realised their object, the allied forces are now in Peking, and they find their Ministers, staffs, etc., all well and unharmed. The cessation of hostilities and the conference for the settlement of all difficulties could now be arranged. I have, therefore, to request the British Government to appoint their Plenipotentiary, or to give full power to their representative in Peking, to open the negotiations. I will proceed to Peking as soon as I get a definite information from the British Government. The same application to the American, Japanese, Russian, German, and French Governments. Please convey the above message to Lord Salisbury and request a reply."

And, again, on 21st August he wrote: "The Emperor and the Mother-in-law left Peking; the Boxer insurgents are entirely dispersed. There is no necessity of any further military operations. I should feel uneasy if the allied forces, at a great expense, be still kept at Peking. I have, therefore, besides the cessation of hostilities, to request the withdrawal of their troops therefrom. I renew the application for the appointment of a Plenipotentiary for Peace Conference. Please communicate the above to Lord Salisbury, and move his lordship to grant a favourable reply. Repeat this telegram to your colleagues at other Courts."

The telegram sent by Sir C. MacDonald on the 24th August, however, runs:—

"The situation here is very complicated. Chinese army statistics in vicinity, also large numbers of boxes. Telegraph wires repeatedly cut, and other communications with Tientsin irregular and uncertain. Rumours of intended attacks are prevalent. It is useless to attempt serious negotiations with the Chinese Government until the Chinese military power is disorganised and completely crushed. Repeat this telegram to your colleagues at other Courts."

The Powers discussed Li Hung-chang's application among themselves, and ignored it for the time being; while the Admirals interdicted him, in the event of his arrival at Taku, from all communication with the Chinese authorities.

The United States Admiral, however, dissented, and the United States Government urged that Li Hung-chang was *prima facie* authorised by Imperial Decree to negotiate, and should be accepted as negotiator. Russia also seemed disposed to accept Li Hung-chang. Sir Claude MacDonald wrote:—

"I think that we must ask him (Li Hung-chang) to produce fresh powers. These he possesses were given him by telegraph, and their probable object was to arrest the occupation by force of Peking. They may, therefore, possibly no longer be valid. To delay negotiations would not, in my opinion, entail any loss upon us, seeing that it will not be possible for some time to come to arrive at a general settlement. . . . The punishment of those taking a prominent part in the recent outbreak against foreigners is of great importance in its bearing on individuals—the Boxer movement being far from crushed—it will only be a question of time for a recurrence of the present crisis."

In this connection may be noted a wire to Sir C. MacDonald on 14th August, the substance of which was also given to the Chinese Minister in London by Mr. Bertie:—

"A proposal has been made by the Chinese Government that a Chinese force should escort the Legations from Peking. In reply I have informed the Chinese Government through their Minister here that I am unable to appreciate the security offered by this proposal, but that if the Chinese Government were really desirous for the safe removal of the Ministers and cannot provide an escort acceptable to them, the Allied forces should be asked for a sufficient international escort to go under a white flag as far as the walls of Peking, and that the besieged foreigners should be received and escorted to Tientsin by this force. I further said that in the meantime the Chinese Government must supply the Legation with provisions, and that the Government would change their attitude towards the Chinese Government and would hold as directly responsible the Emperor of China and his Ministers as well as all those concerned in any harm done to the Ministers and other Europeans in Peking or on the road to Tientsin."

On 30th August Lord Salisbury telegraphed to Mr. Whitehead at Tokyo a proposal made by the Japanese Minister in London that the Japanese Government think the Powers should take steps to induce the Emperor and Empress Dowager to return to Peking and form responsible Government. On 2nd September, however, Lord Salisbury again advised Her Majesty's Government not to be influenced by the existence of any means of persuading the Emperor and Empress to return to Peking. There the matter stops. They have not yet been induced to return.

## THE DEVELOPMENT OF KIAOCHAU.

A RECORD OF GERMAN ENTERPRISE. The White Book issued recently by the German Government contains some interesting details of the activity displayed in developing Kiao-chau during the year ending with October, 1900. Although the political disorders in the Far East have affected the state of order in this German Protectorate at no time during the last official year, the disturbances in the Chinese province of Shantung, which forms the hinterland, threatened to reach the German frontier, and in fact they did result in the complete interruption of the preparations made in view of railway and mining enterprise.

Fortunately, the work thus affected was in its initial stages, and the harm wrought was confined to delay. Both in the colony and along the coast there was a general deadlock in trade and intercourse as the result of the uncertainty of the political position; important undertakings on the part of Chinese traders were not carried through, and at one period the development of Kiao-chau threatened to come to a complete standstill.

Fortunately the officials rose to the occasion, and put forth every effort in order to carry forward the great technical and economic undertakings in progress at the time. The work of constructing the harbour was not interrupted for a single day during the official year, and great progress was made in building the stone jetties which in the near future will afford a suitable anchorage for the largest vessels.

Streets have been laid and houses built uninterruptedly at Tsintau and in the neighbourhood. The central water supply, the most important feature from a sanitary aspect, is nearly completed, and the hills lying around the town have been planted with trees on a careful method, while Tsintau has been connected with Chefoo by means of a German submarine cable. In other directions progress has been made. The local law-court has been able to deal successfully with the growing demands made upon it; the German school has been enlarged, and an official journal has been founded. This organ publishes all the more important orders and communications both in German and Chinese, and is to be regarded as a further step in the direction of winning the Chinese over to the German administration.

The White Book fitly acknowledges that the strenuous efforts of the officials to keep the activity of the Protectorate alive during the recent troubled times were aided by German merchants and private enterprises, the most important in the latter respect being the railway; seeing that if railway construction had come to a standstill the loss of orders for iron to the amount of many millions of marks would have affected seriously the home iron market. When railway construction was interrupted in the hinterland to the north-west of Kiao-chau, the engineers and labourers were employed with redoubled energy in pushing forward the new line to connect Kiao-chau with Tsintau. This line has been laid down simultaneously from each of these places. The embankment is completed; the greater part of the necessary machinery, with the exception of some rather large bridges, and the station buildings are so far progressed that their completion is looked for during the coming spring. A later report, dated 31st December, 1900, says that on that day the line had been laid 37 kilometres northwards of Tsintau and 46 kilometres to the north-east of Kiao-chau, and thus there remained then only a section nine kilometres long to be laid for the completion of the line, which ought to be thrown open for traffic in the coming spring.

The requisite rolling-stock is already for the greater part in readiness on the spot. Up to the end of November eight locomotives, 226 waggons, and three waggon-frames had been shipped, and of these, six locomotives and 170 waggons had arrived. Four locomotives and 90 waggons have been put together, mainly by Chinese workmen under European supervision in the temporary workshops erected at Tsintau and at Taptun. In the autumn of 1899 courses of instruction were opened for teaching Chinese employees German, arithmetic, telegraphy, and the usual railway duties. Thirteen young Chinese attended these courses with success, but most of them fled from Tsintau in July, on the outbreak of the Chinese disorders. The pro-

jected railway from Kiao-chau to Kaumi, in a north-west direction, and also the light railway from Kiao-chau to Taptun on the bay to the south-east, a distance of 13 kilometres, have been carried so far as the completion of all the work necessary for laying down the track.

There has been a keen demand for land in the so-called "industrial quarter" in the vicinity of the small harbour, but private building activity has not kept pace with the demand for good and cheap dwellings, and house rent is still comparatively high. A Land-Registry Office, after the Prussian pattern, has been established, and some mortgages can be obtained at eight per cent. The Chinese postal communication established in 1899 between Tsintau and the interior was greatly interrupted by the disorders. The German postal communication is maintained by German steamers every four or six days in either direction, between Shanghai and Tsintau, calling at Chefoo and Tientsin. At Shanghai these steamers meet the German Imperial mail steamers. In addition the mails are sent occasionally by German men-of-war or cargo steamers that happen to call. A most important improvement in telegraphic communication was brought about by laying a German cable from Chefoo to Tsintau, and thence to Shanghai, as thereby the Protectorate was put into direct intercourse with the leading submarine cables, and was thus independent of the unreliable Chinese land telegraph system. The telegraph office at Tsintau was opened on 5th October, 1900.

The shipping trade of Tsintau tends to be more limited almost entirely to British and German craft. The figures are 22 and 140 steamers respectively, while Japan, China, Russia, Norway, and Austria contributed all told, only 29 steamers, of which 19 were Japanese. The Chinese Customs system at Tsintau is regarded as provisional until a definite arrangement is arrived at with China on this point. The White Book remarks that "in any case strong adherence will be given to the principle of preserving to this German Protectorate the unqualified character of a free port."

In May, 1900, the electric light was in working order in Kiao-chau under a concession granted to a German company, and the rights of the Government and of the concession were all carefully safeguarded. A Colonial company, the Shantung Mining Company, was formed on 1st October, 1899, with a capital of £900,000 in shares of £15. The company receives the right of working coal, minerals, and petroleum for a distance of 15 kilometres on either side of the Shantung railway for the space of five years, and it binds itself to supply on demand the coal to the German Navy at a price five per cent. below the actual market price of coal of the same quality. As a rule the Chinese have shown a friendly disposition to the German miners. Six new firms were registered since 1st October, 1899, and the Imperial Admiralty Department sends a yearly report of the register of trade at Kiao-chau to all Chambers of Commerce and interested circles in Germany. So far the Civil Court has sentenced to death six Chinese, while the Military Court has hanged four; in all cases the Chinese had been guilty of stealing arms. At the entrance to the Bay of Kiao-chau a lighthouse was finished in November, 1899, on the island of Yau-tsun, and it began to work on 1st December.

In conclusion attention must be drawn to the very admirable maps referring respectively to the military events, railway construction, and arboriculture in the Protectorate, and the White Book contains a large chart of the two harbours, the harbour works, and roadstead of Kiao-chau. Nine photographs representing the results of German activity complete an official report, which is stamped throughout by evidence of the closest regard for detail.

This exhaustive report, the maps, and views, are the work of the German Naval Authorities, who are responsible entirely for the development of Kiao-chau.—Globe.

On Sale at "DAILY PRESS" OFFICE, LOCAL BOOK-SELLERS, SOLDIERS' CLUB, SOLDIERS' AND SAILORS' HOME, ROYAL NAVAL CANTEN.

Price 81 per Copy Paper Covers; \$1.50 in Boards.

Hongkong, 18th March, 1901. [782]

MITSUI BUSSAN KAISHA No. 6, Ice House Street, Praya Central. Head Office—TOKYO.

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2786]

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Note Address:—No. 2, Ice House Road, Hongkong, 15th January 1898. [2549]

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CH. LAROSE ... 36.00

CH. MOUTON ROTHSCHILD ... 38.00

ST. LEON, Tonic ... 18.00

H. PRICE & CO., 12, QUEEN'S ROAD, Hongkong, 20th March, 1901. [516]

A ON & CO., PHOTOGRAPHERS AND PORTRAIT PAINTERS.

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## NEW ADVERTISEMENTS

## JUST UNPACKED.

**FINEST ASSORTMENT OF SPONGES**, specially suited for household purposes, at Moderate Prices.

H. BUTTONJEE,  
5, D'Almeida Street,  
22 & 23, Elgin Road,  
Kowloon.

Hongkong, 29th March, 1901. [894]

BOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the BOTHEN MARK LODGE will be held at the FREEMASONS' HALL TO-DAY (FRIDAY), the 29th instant, at 5 for 5.30 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 29th March, 1901. [893]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on

WEDNESDAY, the 3rd April, 1901, commencing at 2.45 P.M., at "KELLY'S SPUR," Mount Kellett, The Peak, the Residence of H. MATHERSON BROWN, Esq.

A QUANTITY OF

HOUSEHOLD FURNITURE. (Particulars can be seen from Catalogues). Terms:—Cash before delivery. On View from Tuesday, p.m., 2nd April, 1901.

Hongkong, 29th March, 1901. [895]

FOR CHINKIANG AND WUHU.

THE British Steamship

"HSIEH-FO," Captain Crawford, will be despatched for the above ports TO-DAY, the 29th inst., at 4 P.M. For Freight, apply to

SIEMSEN & CO.

Hongkong, 28th March, 1901. [891]

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the above ports TO-MORROW, the 30th inst., at DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LAFFRAK & CO., General Managers.

Hongkong, 28th March, 1901. [890]

FOR SHANGHAI.

THE Steamship

"PLANDRIA,"

Captain Lehmann, will be despatched for the above port on MONDAY, the 1st April, at 4 P.M.

This steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to

SIEMSEN & CO.

Hongkong, 28th March, 1901. [892]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's New Steamship

"DIAMANTE,"

Captain A. Ramsay, will be despatched as above on MONDAY, the 1st April, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

A Doctor is carried.

SIEMSEN, TOMES & CO., General Managers.

Hongkong, 28th March, 1901. [889]

THE HONGKONG WEEKLY PRESS will be ready to-morrow and will contain—

Leading Articles:—

Russia in North China.

The New China Blue-book.

A New Score in Korea.

China's Indemnity to the Powers.

Malacca: Cure and Prevention.

Our Inadequate Police Force.

The Crisis: Telegrams.

Hongkong General Chamber of Commerce.

Hongkong Volunteer Corps: Annual Inspection.

Serious Trouble in Victoria Guel.

The Raising of the Canton River.

China's Foreign Trade in 1900.

The Draft Manchurian Convention.

The Glenyle-Hongkong Collision.

Mr. Conger and the U.S. Government.

Theatre Royal.

Hongkong Missions to Seamen.

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Sugar Prospects in South Formosa.

Canton.

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Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies Cash.

Hongkong, 29th March, 1901.

## NOTICE.

THE OFFICES of the Undersigned will be REMOVED to the P. & O. Buildings, DES VEXES ROAD CENTRAL, on the 1st April.

GODDARD & DOUGLAS.

Hongkong, 25th March, 1901. [845]

## FOR SALE.

RURAL BUILDING LOT 103, BARRE ROAD.

Apply to—

HUMPHREYS ESTATE AND FINANCE CO., LIMITED.

Hongkong, 31st January, 1901.

## ENTERTAINMENT

THEATRE ROYAL.  
CITY HALL.

Mr. HENRY DALLAS'

COMIC OPERA SEASON.

LAST NIGHTS.

TO-NIGHT!

AND

TO-MORROW (SATURDAY),

THE

CHARMING JAPANESE OPERA

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PRODUCED WITH ALL THE

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FROM

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SUCCESS,

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BELLE OF

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Usual Prices.

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A Late Tram will run nightly during the Company's visit.

BERTRAM HERMANN,

Business Manager.

Hongkong, 29th March, 1901. [851]

EYE-SIGHT.

Mr. N. LAZARUS,

Oculist-Optician, of London and Calcutta,

may be consulted for SPECTACLES at

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Business Hours: ... 9 a.m. to 5 p.m.

A Great proportion of cataracts and diseases

affecting those advancing in life occur to

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of the eyes—the many years of 'Eye Strain'

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specially adapted in youth to those requiring

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Constantly recurring headaches, spells of

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Glasses only to correct and cure.

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Grand Stock reduced to Clear for Summer.

Hongkong, 14th March, 1901. [496]

WO FAT & CO.

SHIP CHANDLERS, SAIL MAKERS,

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No. 11, LEE YUEN STREET, EAST.

Hongkong, 25th July, 1900. [507]

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Telephone No. 187. Telegrams "Contract."

W. S. BAILEY, M.I. MECH. E.

E. O. MURPHY, W.H. 9. A.M.I. MECH. E.

Hongkong, 4th January, 1901. [13]

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

TO-DAY (FRIDAY),

the 29th March, 1901, at 2.45 P.M., at No. 1,

Canton Villas, Kowloon, the Residence of

Mr. A. N. LUK,

THE WHOLE OF HIS

VALUABLE HOUSEHOLD

FURNITURE,

Comprising—

Single and Double BEDSTEADS, WARD-

ROBES with BEVELLED MIRRORS, BED

BUREAU, WASHSTANDS, RUGS, BED

LINEN, BLANKETS and LACE CUR-

TAINS.

SIDEBOARD, DINING TABLE, OVER-

MANTELS, BLACKWOOD WRITING

TABLE, CHAIRS, CUTLERY, ELECTRO-

GLASS and CROCKERY WARE, EN-

GRAVINGS, OIL-PAINTINGS, &c., &c.

BATHROOM and PANTRY REQUI-

SITES.

On View from Thursday, 28th March.

Particulars will be issued.

TERMS:—As Customary.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 22nd March, 1901. [822]

## PUBLIC AUCTION.

THE Undersigned have received instructions from THOS. YUK, Esq., to Sell by Public Auction,

TO-MORROW (SATURDAY),

the 30th March, at 2.30 P.M., at their

Salon Rooms, Ice House Street,

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HOUSEHOLD FURNITURE,

Comprising—

BRASS LAQUERED BEDSTEAD and

MATTRESS, TEAKWOOD EXTENSION

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ROBE with BEVELLED GLASS, MAR-

BLE TOP BUREAU with BEVELLED

GLASS, ICE CHEST, TEAKWOOD

DINNER WAGON and SIDEBOARD

with BEVELLED GLASS, MOROCCO

LEATHER COVERED CHAIRS, DIN-

ING ROOM CHAIRS, GLASS WARE,

DINNER SERVICE, CARPETS, RUGS,

PICTURES, &c., &c.

Also,

One SEMI-GRAND PIANO, by John

Broadwood & Sons, and 4 SECOND-HAND

PIANOS.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 27th March, 1901. [880]

GOVERNMENT NOTIFICATION.

No. 102.

THE following Particulars and Conditions

of Sale of CROWN LAND by PUBLIC

AUCTION, to be held at the Offices of the

Public Works Department, on MONDAY,

the 1st day of April, 1901, at 3 P.M., are

published for general information.

By Command,

J. H. STEWART LOCKHART,

Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 16th March, 1901. [861]

Particulars and Conditions of the Letting by

Public Auction Sale, to be held on

MONDAY, the 1st day of APRIL, 1901,

at 3 P.M., at the Offices of the Public

Works Department, by Order of His Ex-

cellency the Governor, of One Lot of

Crown Land, in the Colony of Hong-

kong, for a term of 75 years, with the

option of renewal at a Crown Rent to be

fixed by the Surveyor of His Majesty the

King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.

Regulatory No.

Locality.

Boundary Measurements.

Contents in Acres, Roods, and Perches.

Annual Rent.

Upset Price.

1. Rural Building Lot No. 103, Barker Road.

150 150 100 130 15,000 85 1,800

Public Auction.



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States Extradition Treaty, 1886.  
TREATIES WITH COREA.  
Japan, 1876; Japan Supplementary, 1876  
United States, 1882; Great Britain, 1883;  
Trade Regulations.

States Extradition Treaty, 1886.  
TREATIES WITH COREA.  
Japan, 1876; Japan Supplementary, 1876  
United States, 1882; Great Britain, 1883;  
Trade Regulations.







VESSELS ON THE BERTH.  
OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PYRENEUS"	On 1st April.
GLASGOW and LIVERPOOL	"ANTENOR"	On 3rd April.
GLASGOW	"ULYSSES"	On 11th April.
HOMEBWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"STENTOR"	On 2nd April.
LONDON	"IDOMENEUS"	On 10th April.
LONDON	"AGAMEMNON"	On 23rd April.
LONDON	"AJAX"	On 30th April.
LIVERPOOL, DIRECT	"TANTALUS"	On 15th April.

For Freight, apply to

BUTTERFIELD &amp; SWIRE.

AGENTS O. S. S. Co.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"SUNGKIAN"	On 20th March.
CEBU and ILOILO	"KAIPO"	On 20th March.
SIANGHAI	"CHINKIAN"	On 30th March.
Kobe and YOKOHAMA	"TSEAN"	On 4th April.
MANILA	"TAIYUAN"	On 9th April.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 9th April.

For Freight or Passage, apply to

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AGENTS.

HONGKONG, 20th March, 1901.  
AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.STEAM FOR SINGAPORE AND BOMBAY.  
(In close connection with the Company's accelerated line TRIESTE.)  
THE Company's Steamship."MELPOMENE" will be despatched on above on WEDNESDAY, the 3rd of April, 1901.  
For information as to Passage and Freight, apply to

SANDER, WIELE &amp; Co., Agents.

HONGKONG, 20th March, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
"COPTIC" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... SATURDAY, Apr. 13, 1901, at NOON.

"GALATHEA" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... TUESDAY, May 7, 1901, at NOON.

"DORIS" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... SATURDAY, June 1, 1901, at NOON.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 13th April, 1901, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and sent to the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office; addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 20th March, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailing from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to

DODWELL &amp; CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1897.

VESSEL ON THE BERTH.  
EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE.  
(Callings at TIOU, PORT DARWIN AND QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN."

Captain P. T. Helms, will be despatched for the above ports on THURSDAY, the 11th of April, at NOON.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Company's China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 20th March, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"AMERICA MARU" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... TUESDAY, April 23, 1901, at NOON.

"HONGKONG MARU" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... THURSDAY, May 10, 1901, at NOON.

"MITSUBISHI MARU" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... TUESDAY, June 12, 1901, at NOON.

"YAMATO MARU" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... THURSDAY, June 14, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... SATURDAY, June 16, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... MONDAY, June 18, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... WEDNESDAY, June 20, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... FRIDAY, June 22, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... SUNDAY, June 24, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... TUESDAY, June 26, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... THURSDAY, June 28, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... SATURDAY, July 1, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... MONDAY, July 3, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... WEDNESDAY, July 5, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... FRIDAY, July 7, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... SUNDAY, July 9, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... TUESDAY, July 11, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... THURSDAY, July 13, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... SATURDAY, July 15, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... MONDAY, July 17, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... WEDNESDAY, July 19, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... FRIDAY, July 21, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... SUNDAY, July 23, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... TUESDAY, July 25, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... THURSDAY, July 27, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... SATURDAY, July 29, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... MONDAY, August 1, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... WEDNESDAY, August 3, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... FRIDAY, August 5, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... SUNDAY, August 7, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... TUESDAY, August 9, 1901, at NOON.

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"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... THURSDAY, August 25, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... SATURDAY, August 27, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... MONDAY, August 29, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... WEDNESDAY, August 31, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... FRIDAY, September 2, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... SUNDAY, September 4, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... TUESDAY, September 6, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... THURSDAY, September 8, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... SATURDAY, September 10, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... MONDAY, September 12, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... WEDNESDAY, September 14, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... FRIDAY, September 16, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... SUNDAY, September 18, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... TUESDAY, September 20, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... THURSDAY, September 22, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... SATURDAY, September 24, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... MONDAY, September 26, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... WEDNESDAY, September 28, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... FRIDAY, September 30, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... SUNDAY, October 2, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... TUESDAY, October 4, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... THURSDAY, October 6, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... SATURDAY, October 8, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... MONDAY, October 10, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... WEDNESDAY, October 12, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... FRIDAY, October 14, 1901, at NOON.

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"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... FRIDAY, October 28, 1901, at NOON.

"TAIYUAN" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... SUNDAY, October 30, 1901, at NOON.

## NOTICES TO CONSIGNEES

STEAMSHIP "OCEANIC."  
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London or S.S. "Océan," in connection with the above Steamer, are hereby informed that their goods, with the exception of Opium, Precious and Valuable, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 4 P.M. TO-DAY, the 25th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 1st April, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st April, or they will not be recognized. All damaged packages will be examined on MONDAY, the 1st April, at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 25th March, 1901.

FROM HAMBURG, PENANG AND SINGAPORE.

THE N.G.L. Steamship

"KONIGSBERG."

Captain Christian, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY, the 25th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st prox. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st prox. at 3 P.M. No Fire Insurance will be effected.

SIEMSEN &amp; CO., Agents.

Hongkong, 26th March, 1901.

"PEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"BENCLUECH."

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods have been landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 1st prox., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 23rd March, 1901.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"AWA MARU."

Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where such consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY. Goods not cleared by the 2nd proximo will be subject to rent.

No Fire Insurance will be effected. All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 5th proximo, or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 27th March, 1901.

FROM NEW YORK, SINGAPORE AND MANILA.

THE H.A.L. Steamship

"ASTORIA."

Captain Ostermann, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY, the 23rd inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst. at 3 P.M. No Fire Insurance has been effected.

SIEMSEN &amp; CO., Agents.

Hongkong, 23rd March, 1901.

## "MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "AFRIDI."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st April will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st April, at 3 P.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL &amp; CO., LIMITED, Agents.

Hongkong, 26th March, 1901.

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.

The only office in China having European taught workmen. Equal to Home Work.

BUILDERS

KANG ON.

Contractors, 39, D'Aguilar Street, Local and Coast Port Buildings, Timber, Brick and Granite. Estimates given.

CHEMISTS DRUGGISTS, &amp;c.

THE PHARMACY.

10, Queen's Road Central. Family and Dispensing Chemists, Wines, Spirits and Cigars.

THE VICTORIA DISPENSARY.

Chemists and Druggists, High-class Assorted Waters, Dealers in Photographic Requisites,



## INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO.  
OF AIX-LA-CHAPELLE.  
THE Undersigned, having been appointed

**AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.**

**REUTER, BROCKELMANN & CO.,**  
Agents.  
Hongkong, 21st April 1897.

**"LUNION"**  
**FIRE INSURANCE COMPANY, LTD.**  
(Established 1828)

**THE** Undersigned, having been appointed **GENERAL AGENT** for the above Company, is prepared to **ACCEPT RISKS** at current rates.

Claims settled direct without reference to the Head Office.

**A. R. MARTY,**  
Agent.

Hongkong, 1st August, 1900. 794  
 "LURNAIN"  
 FIRE INSURANCE COMPANY, LD.  
 (Established 1838.)  
 THE Undersigned, having been appointed  
 GENERAL AGENTS for the above

Company are prepared to ACCEPT RISKS  
at current rates.

P. LEMAIRE & CO.  
Hongkong, 7th February, 1901. [439]

**SALAMANDER FIRE INSURANCE  
COMPANY.**

**T**HE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

Hongkong, 2nd April, 1900. [38]  
**N**ORTH BRITISH AND MERCANTILE INSURANCE COMPANY.  
 TOTAL FINANCE, WITH D. 1900

TOTAL FUND AT 31ST DECEMBER, 1899  
£14,408,089.

I. AUTHORISED CAPITAL.....	23,000,000	0	0
SUBSCRIBED CAPITAL.....	£7,850,000	0	0
PAID-UP CAPITAL.....	687,500	0	0
II. FINE FUNDS.....	2,731,183	13	7

The Undersigned, having been appointed AGENTS for the Fire Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 22nd June, 1900. [1875]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.  
The Undersigned having been appointed  
AGENTS for the above Company, are pre-  
pared to ACCEPT RISKS against FIRE at  
Current Rates.  
SIEMSEN & CO.

Hongkong, 16th May, 1892. Agents.

**TRANSATLANTIC FIRE INSURANCE CO.**

undersigned, having been appointed for the above Commission

pared to ACCEPT RISKS against FIRE at Current Rates

**SIEMSEN & CO.,**  
Agents,  
Hongkong, 17th November, 1872.

**PHENIX FIRE OFFICE**

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

**DOUGLAS LAZAR & CO.,**  
Agents for the Phoenix Fire Office at Hongkong, 17th August, 1887.

**THE WESTERN ASSURANCE COMPANY**  
OF TORONTO, CANADA.  
Incorporated 1851  
CAPITAL.....£240,000.

**T**HE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

**WM. MEYERINK & CO.,**  
Agents,  
Hongkong, 18th May, 1900.

**NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG**

The Undersigned AGENTS of the above Company are PREPARED to ACCEPT FIRE, Life, and Marine Risks at Current Rates.

**SIEMSEN & CO.**  
Hongkong, 29th May, 1895.

**RUNHART PEREL & FILS, REIMS**  
Established 1770.  
**CHAMPAGNE GROWERS AND SHIPPERS**  
Ship only the Finest Quality Extra Dry (Green Seal) LAU WEGENER & CO.

Sole Agent  
May 17th 1895

**THE HONGKONG STEAM WATER  
BOAT COMPANY, LIMITED.**

**T**HE above Company is prepared to supply the ships in Hongkong with **PURE** and **FILTERED WATER** both for deck and boilers.

Call Flag W.

**J. W. KEW,  
Manager.**

20. Des V  
ng, 18th December. 190

# CABIN

IN YOUR PIPE  
Smoke it  
J. & W. WATKINS, LTD., LONDON, ENGLAND. [2653-2]  
WATKINS WHISKIES

**WHISKIES.**  
**DISTILLERS SINCE 1679.**  
**WHISKIES at** ..... **\$13.00**  
**World for Club or Private use at** ..... **\$19.00**  
 Sample #14 comes through the Soda

**F. BLACKHEAD & Co.**  
Sole Agents for the Concerned, at 14, Des Voeux  
Road, Hong Kong. London Office, 131 Fleet Street, E.C.

100

DOUGLAS LAPRAIK & CO.,  
Agents for the Phoenix Fire Office  
Hongkong, 17th August, 1887.  
THE WESTERN ASSURANCE COMPANY,  
PANY OF TORONTO, CANADA,  
INCORPORATED, 1851

**CAPITAL** ~~Unpaid~~ <sup>Unpaid</sup> **2410,000.**

**THE** Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

**WM. MEYERLING & CO.,**  
Agents.  
Hongkong, 18th May, 1900. 151

**NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG**

The Undersigned AGENTS of the above Company are PREPARED to ACCEPT FIRE Class Foreign and Chinese Risks at Current Rates.

**SIEMSEN & CO.**  
Hongkong, 29th May, 1895. 13

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**RUNHART PEREL & FILS, REIMS**  
Established 1728.  
**CHAMPAGNE GROWERS AND SHIPPERS.**  
Ship only the Finest Quality Extra Dry (Green Seal).  
**LAU WINGENER & CO.**  
Sole Agents.  
Hongkong, 17th May, 1895. 1152

**THE HONGKONG STEAM WATER**

**THE above Company is prepared to supply the wharves in Hongkong with PURE and FILTERED WATER both for deck and boilers.**

Call Flag W.

J. W. KEW,  
Manager,  
20, Des Voeux Road.  
Hongkong, 18th December, 1900. [313]

**CABIN**  
IN YOUR PIPE  
*like it*

ALLER, LTD., LONDON, ENGLAND. [2653—]  
**OTS WHISKY'S**

**WHISKIES.**  
**DISTILLERS SINCE 1679.**  
**WHISKIES at** ..... **\$13.00**  
**World for Club or Private use at** ..... **\$19.00**  
 Sample #14 comes through the Soda

**F. BLACKHEAD & Co.**  
Sole Agents for the Concerned, at 14, Des Voeux  
Road, London Office, 131 Fleet Street, E.C.

100

**CABIN**  
IN YOUR PIPE  
*oke it*

LER. LTD., LONDON, ENGLAND [2653-2]  
OTS WHISKIES.

**DISTILLERS SINCE 1679.**  
**WHISKIES** at ..... \$13.00  
 world for Club or Private use at ..... \$19.00  
 cause "it comes through the Soda.—  
 a, mellow, matured, non-smoky, delicate flavoured  
 made for *Household*

**F. BLACKHEAD & Co.**  
 BIRMINGHAM for the Concerned, at 14, Des Voeux  
 Road, London Office, 131 Fleet Street, E.C.

100